

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

File 49

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COUNTRY	USSR	REPORT	
SUBJECT	Airdrome at Dzhusaly, Railroad Bridge at Saratov, Railroad Tunnel near Dzhambul, and Inundation of Kzyl-Orda in February 1949	DATE DISTR.	13 August 1954
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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2. Page 1, paragraph 1: Dzhusaly is located in the Kazakh SSR.
On page 2, paragraph 4, read Berkazan for Byer-Kazan.

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STATE	#X	ARMY	#X	NAVY	#X	AIR	#X	FBI	#	AEC									
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USAF review completed.

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1. AIRDROME AT DZHUSALY /N 45-28, E 64-057 TURKMEN SSR:

Regimental Officer, Lt. LEONOV returned to duty station in SovZone, Austria, from furlough in USSR in October 1953 he was compelled to wait for eight hours for a plane at Dzhusaly airdrome. Lt. LEONOV boarded a two-motor transport plane at Moscow, stopped at Dzhusaly airdrome for eight hours, then proceeded to Tashkent.

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2. RAILROAD BRIDGE AT SARATOV:

The bridge was located southeast of Saratov. The railroad over the bridge was single-track. Trains were stopped at approaches, fire boxes were checked by railroad guards "to see that no live coals would fall on wooden bridge". this bridge was a "temporary" wooden bridge). Train was delayed 10 minutes, then moved across very slowly.

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bridge as over one kilometer long; estimated bridge clearance over Volga River as "at least 10 m.;" bridge could support at least 10-15 passenger cars

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3. RAILROAD TUNNEL NEAR DZHAMBUL /N 42-55, E 71-23/:

Annex A, [redacted] Chatkal'skiy Range
 pinpointed location of subject tunnel:

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Point # 1. DzhambulPoint # 2. Railroad Station Maymak, 30 km. from Dzhambul

Point # 3. Tunnel. Tunnel was approximately one-half kilometer long. Walls of tunnel were constructed of cemented stone. Train passed through tunnel at 40 km. per hour, took one minute to get through. Approaches were guarded by armed MVD railroad guards. Tunnel was arched, had five meter overhead clearance. Tunnel was cut into the side of a hill approximately five kilometers beyond Maymak railroad station, Point 2, in the direction of Chimkent /N 42-18, E 69-36/.

Point # 4. Single railroad track to Chimkent4. INUNDATION OF KZYL-ORDA /N 44-48, E 65-28/ AREA IN FEBRUARY 1949:

[redacted] the Tashkent Infantry Officers' School 400 students were alerted, ran five kilometers to Tashkent railroad station, and entrained for Kzyl-Orda for damming up a river break-through which inundated Kzyl-Orda. Train stopped at railroad station Byer-Kazan, 20 km. from Kzyl Orda. As soon as the students detrained, they were put to work filling bags (dropped by aircraft) with earth. Water was already in the streets of Kzyl-Orda when they arrived.

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[redacted] 10,000 troops in Kzyl-Orda area engaged in building earth-works southeast of this city. Damming the overflow of the Syr-Dar'ya river lasted 10 days. The surrounding terrain was flat. See Annex B which shows extent of inundation. Cause of flooding was break through of Syr-Dar'ya river through unfinished section of canal. The canal was separated from river by an earth dam. Canal mouth was located near Byer-Kazan' railroad station.

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[redacted] this event was never published in Soviet newspapers.

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Annexes:

- A. [redacted] CHATKAL'SKIY RANGE, Pinpoint Location of
 RR Tunnel
- B. [redacted] ARAL'SKOYE Sea, inundation of Kzyl-Orda
 Area.

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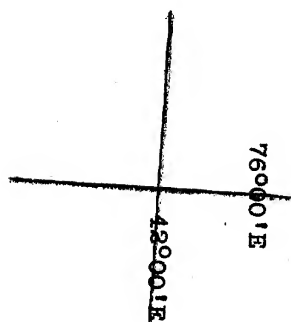
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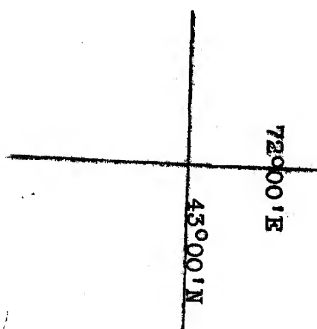
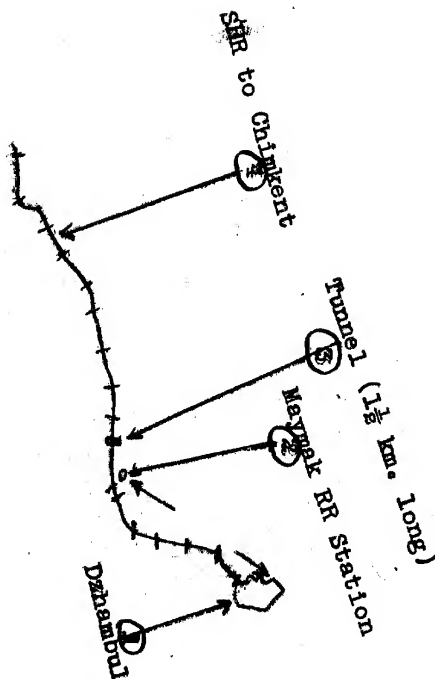
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Annex A: Chatkal'skiy Range,
Pinpoint Location of RR Tunnel

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RR Tunnel 35 km. SW of Dzhambul [N 42-55, E 71-23]
Along SRR to Chirchik [N 42-18, E 69-36]



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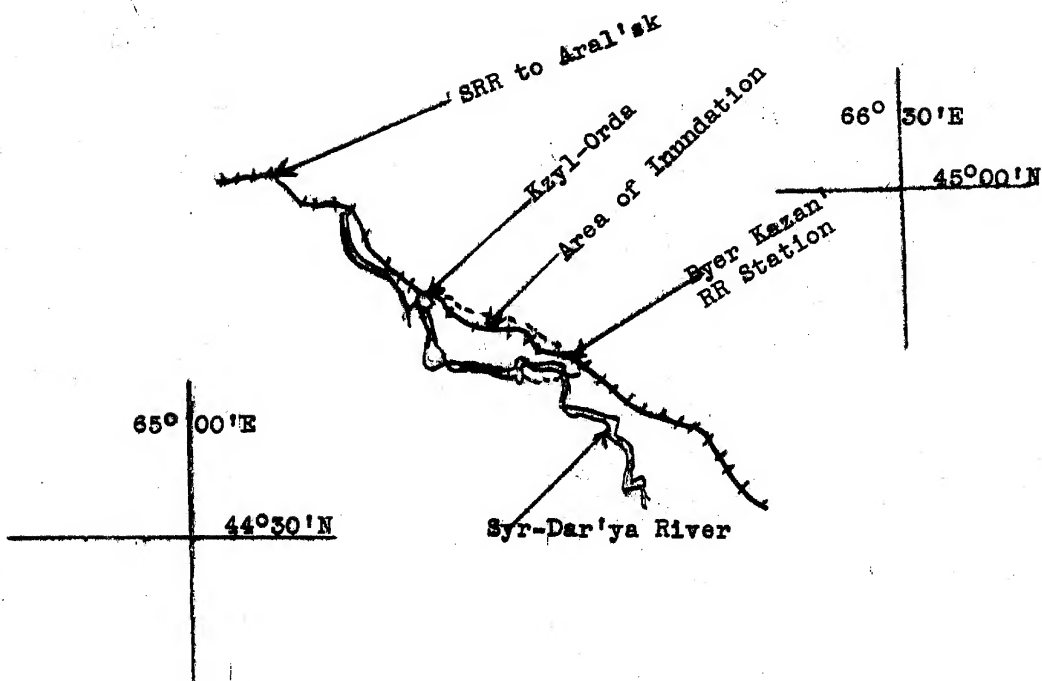
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Annex B:

Aral'skoye Sea,
Inundation of Kzyl-Orda \angle N 44-48, E 65-287 Area

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